

MAY 2, 1966

CIA

# Behind B26s' Trip From Here, Pilot Says

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By PETER BEHR

The flight of two war-surplus B26 bombers from Rochester to Canada to Portugal last summer was arranged by the Central Intelligence Agency, John Hawke, 28, the British pilot who flew the planes, says he was told.

This, says Hawke, will be the main line of his defense in his federal court trial, which may come next month in Buffalo.

He and five others have been charged with violating federal laws against exporting munitions.

On his third visit to Rochester last summer, Hawke had left a B26, armored, its

bomb-bay doors open, parked off Scottsville Road for 10 days while he piloted another B26 to Portugal.

No smuggler would have been so open, Hawke said last night. He had been assured that the CIA was behind the flight, he said.

THE BOMBERS apparently were headed for right-wing, anti-revolutionary sources in Angola and Mozambique.

Hawke, a black-goated former Royal Air Force pilot, was recruited in this country to fly the planes last summer.

The planes were purchased from an Arizona company, ostensibly by a Canadian (a

legal sale) for immediate shipment to Portugal (an illegal destination without State Department certification), according to Newsweek Magazine.

THE MONEY came through Switzerland, says Newsweek, arranged by one of Hawke's co-defendants, Henri Marie Francois de Marin DeMontmarin, a Frenchman with financial connections on three continents.

Hawke was to fly the planes from Arizona to various U.S. cities, then to Portugal.

His pay, he told The Times-Union was between \$650 and \$750 a flight, plus expenses, just a better than the standard rate

for flying a two-engine plane across the Atlantic.

HE HAD ALREADY made six flights in the bombers when he, deMontmarin, and another co-defendant, Gregory Board, brought an old C46 transport plane into Rochester in September.

It was here two days, says Hawke, but before it left, it got a visit from customs inspector Richard Eugene Pyne of Buffalo.

When Pyne saw the cargo, gun and bombsights and empty ammunition cans, he started asking questions.

Hawke's answer was two

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code words, "Sparrow" and "Monarch."

Pyne made a few phone calls, then told Hawke he could take the plane off.

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A FEW DAYS later, Hawke was arrested in his Ft. Lauderdale home. He thought then, and still does, that Pyne erred in not recognizing the code and his arrest was the result.

It had worked a half-dozen other times, Hawke said, including once when a B26 he was piloting strayed into the forbidden air space over the White

House and the Capitol in Washington, D.C.

He was ordered to land, at Washington National Airport, but his questioners there accepted "Sparrow" and "Monarch," he says.

There is no official record now of this incident, Hawke says.

And, typically, the CIA has nothing to say.

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IN BUFFALO, U.S. Atty. John Curtin said the State Department has agreed with the Justice Department that the case should be prosecuted.

"We don't expect to hear from the CIA one way or another," said Curtin, who will prosecute the case in Buffalo.

Curtin told Newsweek that he thinks Hawke is making what Curtin says will be the standard defense in all such criminal cases pretty soon: That it was a CIA operation.

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HAWKE SAYS that he is ready to prove it. He says that his passport was not stamped on his return from Portugal on commercial airlines, except for the first and last trips.

He says that Martin Caidin, described by Newsweek as an aeronautics writer and consultant to the Air Force, recommended Hawke for the job and urged he take it.

He'd even been briefed after his first flight, he said, by a man who showed a government identification card, and, Hawke says he didn't try to hide the fact that the planes were headed for Europe.

The Tucson company that sold them reported this to customs

officials last spring, it was learned.

"I've always tried to cooperate in this thing," he said last night. "I'm not trying to point a finger at the CIA or the U.S. or anyone."

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WHEN GOVERNMENT agents began tailing him, he was cordial to them, and the day he was arrested, had even invited them into his home for a beer, which they accepted, he says.

"I'm not violently anti-anything," he continued. "But I can see a logical objective in sending the bombers (to Angola). The B26s, he notes, have been used in a CIA-sponsored effort to support pro-government mercenaries in the Congo and as the meager air force for the Bay of Pigs invasion.

Hawke, who hasn't been able to get flying jobs since the

October indictment, is convinced he's a scapegoat.

"Somebody had to fry," he said, "and it looks like it's going to be the small fry."

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